

A THRIVING LITTLE CITY

New Coal Mines and M. K. & T. Division Brings Prosperity to Appleton City.

For many years Appleton City has been known as one of the prettiest and quietest little towns in Western Missouri. It was by no means what is known as a "dead town," as more business was transacted there than in many places with a much larger population. It was merely satisfied with itself, and that is not altogether a healthy condition either for a man or a town. About the only excitement that the Appletonian had to look forward to was the street fair and stock show that is held each fall and the annual visit of Crawford's Comedians.

But now all that has changed and metropolitan airs are taking the place of the old village quiet. Several months ago the town organized a live Chamber of Commerce and that started it. The country roundabout is underlain with coal and the Chamber of Commerce succeeded in interesting some outside capital to develop it. A switch from the railroad was put in to the most promising field southeast of town and a giant shovel put to work uncovering coal, which is about 25 feet below the surface. The coal is soft, but of a good quality. After being uncovered it is broken up by light charges of powder and loaded in wagons and hauled to the waiting cars. It requires about 40 men, engineers, machinists, blacksmiths, etc., to operate the shovel, besides the many miners and teamsters. The pay roll amounts to \$40,000 per month. The shovel has a dipper that carries about a cubic yard of dirt, but a new outfit with a shovel of three cubic yards capacity is on the ground and being assembled. The company has purchased and leased a large amount of land south and east of town and it looks as if the work would continue for several years at least.

Next the M. K. & T. railroad company, for reasons best known to itself, concluded to move its freight division point from Sedalia to a point farther south and finally decided that Appleton City was about the right spot. A strip of land along the right of way south of the city was purchased and three miles out the work of grading and erecting the necessary buildings was commenced. A visit to the site reminds one very much of the arrival and setting up of a big circus. Everything is hustle and bustle with seeming endless confusion. But everything is beautifully systematized with everyone with his special work to do, which he is doing in a very efficient manner. Two enormous tractors pull big plows which tear up the dirt and load it into the dump wagons which are pulled by Missouri mules to the low spots and dumped. Just as soon as a sufficient space is leveled a gang of Mexicans, or some other foreign looking laborers are there with the ties and rails and a switch, of which there is to be 15, is quickly laid. Carpenters are busy shaping timbers for the roundhouses and turn tables. Engineers are setting grade stakes. Just over to one side are the cook wagons and tents in which the meals for the outfit are being prepared. A short distance over in Bates county the condemnation of about 100 acres of land has been asked for and commissioners appointed to appraise it and there an enormous reservoir will be built, which will hold enough water for the use of the company for two years, even if it should not rain during that time.

Appleton City is taking full advantage of the prosperity that has come to it. There are not near enough dwellings to furnish homes for those that want them and it will take some time to build them. It is said that rents have increased wonderfully already and thereby lays the danger to the town. They may kill the goose that lays the golden eggs by forcing the coal company and railroad to build a town a short distance south, which would be mighty bad for Appleton City.

Mrs. A. L. Graves is Dead.

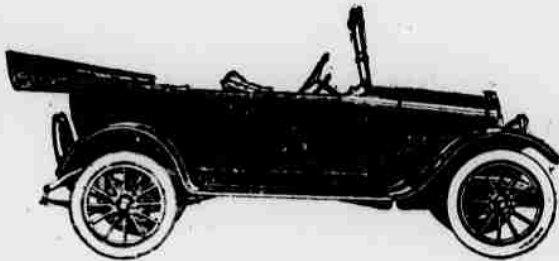
A message was received here Monday, to the effect that Mrs. A. L. Graves had died in Phoenix, Ariz., of tuberculosis. The body will be brought to Garden City tomorrow (Thursday), and the funeral services held at the Christian Church by M. Trader, the pastor. Burial will be made in the Garden City cemetery.

Mrs. Graves had been in ill health for the last several months, and her death came as no surprise to her relatives and intimate friends. Judge Waller W. Graves, Chief Justice of the Supreme Court of Missouri, who is a brother-in-law of the deceased, arrived here from Jefferson City this afternoon to make the funeral arrangements.—The Garden City Views.

French Losses Total 1,300,000 Men Killed by War.

New York, April 19.—France in four years of conflict to preserve her own liberty and that of the world, according to Andre Tardieu, French high commissioner to the United States, has lost 1,300,000 men killed, and almost as many wounded or prisoners. The high toll exacted by the war was made public by the noted French envoy today in an address at a meeting of the "Fatherless Children of France" Association.

Claims Are All Right— But Only Proofs Count



"Most Miles Per Gallon"

"Most Miles on Tires"

Maxwell Motor Cars

Touring Car... \$ 825
Roadster... 825
Touring, with All-Weather Top... 935
5-Pass. Sedan... 1275
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Any maker may claim for his product all the qualities there are. That is his privilege. He may even think his claims are justified.

You read the advertisements, so you know that makers, as a rule, are not over modest in that regard.

If you believe them all, they all make super-cars.

In your experience, that theory doesn't hold.

Maxwell is different.

We never claim anything we cannot prove.

As a matter of fact we never have claimed anything for this Maxwell that has not already been proved in public test and under official observation.

Maxwell claims are not therefore claims in the ordinary sense—they are statements of fact—proven facts.

They are, in every case, matters of official record attested under oath.

For example: The famous 22,000-mile Non-Stop run was made with the Maxwell every minute under observation of the A. A. A. officials.

That still remains a world's record—the world's record of reliability.

That particular test proved about all that anyone could ask or desire of a motor car.

Among other things it still stands the world's long distance speed record.

Just consider—44 days and nights without a stop, at an average speed of 25 miles per hour!

And that, not by a \$2,000 car, but by a stock model Maxwell listing at \$825.

You will recall perhaps that a famous high powered, high priced six in a transcontinental trip made 28 miles average over a period of five days and eleven hours.

Now compare those two feats—one of less than six days, the other of 44 days. You know automobiles—which was the greater test?

Is there any comparison on grounds either of speed or endurance?

Proves you don't need to pay more than \$825 to obtain all the qualities you can desire in a motor car—if you select a Maxwell.

For that Maxwell Non-Stop run was made, not on a track but over rough country roads and through city traffic—average of all kinds of going.

And—listen to this.

So certain were we of the condition of the Maxwell at the end of that great feat, we announced that at the stroke of eleven on a certain morning, the car would stop in front of the City Hall, Los Angeles, for the Mayor to break the seal.

Five seconds after he had pulled the switch plug and stopped the motor after the 44 days and nights continuous running, she was started again and off on a thousand mile jaunt to visit various Maxwell dealers.

How is that for precision—certainty of action? That incident brought a storm of applause from the assembled thousands.

Hill climbing?—this Maxwell holds practically every record worth mentioning—especially in the West where the real hills are.

The Mount Wilson record—nine and one-half miles, 6,000 feet elevation!—was taken by a stock Maxwell.

Two months ago a 12-cylinder car beat that record by two minutes.

Then—three days later—a stock Maxwell went out and beat that 12-cylinder record by thirty seconds! Pretty close going for such a distance and such a climb—wasn't it?

So Maxwell still holds the Mount Wilson honors.

Ready to defend it against all comers too, at any time—a stock Maxwell against any stock or special chassis.

Economy—also a matter of official record.

Others may claim—Maxwell proves.

Thousands of Maxwell owners throughout the United States on the same day averaged 29.4 miles per gallon of gasoline.

Not dealers or factory experts, mind you, but owners—thousands of them—driving their own Maxwells.

Nor were they new Maxwells—the contest was made by 1915, 16, and 17 models, many of which had seen tens of thousands miles of service—three years' use.

Nor could they choose their own road or weather conditions—all kinds were encountered in the various sections of the country.

Good roads and bad—level country and mountainous regions—heat and cold—sunshine and rain—asphalt and mud.

And the average was 29.4 miles per gallon!

There's economy for you. And under actual average driving conditions—not laboratory test.

But that isn't all.

The greatest achievement of this Maxwell was in its showing of speed and reliability and economy all in the same run.

In that 44 days-and-nights Non-Stop run, though no thought was given to either speed or economy, it still remains a fact of official record that the Maxwell averaged 22 miles per gallon and 25 miles per hour.

Now you know that speed costs—and that economy tests are usually made at slow-speed—closed-throttle, thin-mixture conditions.

You know too that you can obtain economy of fuel by building and adjusting for that one condition.

Speed you can get by building for speed. Any engineer can do that.

But to obtain that combination of speed and economy with the wonderful reliability shown in that 44-days Non-Stop run—that car must be a Maxwell.